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29 APR 1966

MEMORANDUM FOR: Deputy Director for Science and Technology
SUBJECT: Justification for OSA Travel Branch

25X1 1. During the past year, OSA Travel Branch processed [redacted] domestic and overseas travel itineraries for a total expenditure of approximately [redacted]. We anticipate that the increased OSA T/O and BLACK SHIELD movement will materially increase the number of personnel handled by the Travel Branch. Also, it is our understanding that OSP will more than double their present T/O which will further add to the number of travel and related services furnished by OSA. Although we do not mean to imply that this service, if located elsewhere, cannot be provided, certainly there is a critical operational time factor and operational convenience to OSA and other DD/S&T personnel in maintaining this component in its present location and with the same effective service. The savings of man-hours with all services rendered in a matter of minutes including the processing and issuance of a monetary advance for travel needs have been a great advantage to DD/S&T. Specific duties and services performed by the Travel Branch are attached (Tab A).

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2. The OSA Travel Branch currently provides services for all OSA and OSP travelers. In addition, when OEL, Office of Security, or other Agency personnel are to travel for an OSA/OSP related assignment, their travel arrangements are processed by OSA to continue to preserve the security protection of the operation.

25X1 3. Attached are two memoranda (Tab B and C) and excerpts from the Inspector General Survey of Travel Administration, dated November 1965 (Tab D) included as further information for your consideration when responding to Col. White's memorandum of 18 April 1966. The paper to [redacted] justifies the existence of the OSA Travel Branch on the primary basis of continuing to protect project AQUATONE, as it was then called, by limiting the knowledge of the project to the narrowest

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25X1 circle as possible. While this program has reached the public
25X1 interest to a limited extent, the OXCART, [] programs,
etc., are still critical and demand all the security protection
25X1 and compartmentation we can possibly offer. In addition to
these OSA programs, the OSP projects [] CORONA, []
25X1 etc., are as you know highly sensitive programs and require the
same security compartmentation and treatment of travelers. The
widening scope of activities and new projects only serve to
increase the need for compartmentation and separation of DD/S&T
travel from the Central Processing Branch and the related pro-
cessing of travel vouchers.

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25X1 4. As previously related to the Assistant to the DD/S,
[] on 29 August 1962, the continuing need for
the timely, effective, and vital services of [] and
his OSA functions are now considered even more imperative to the
overall responsibilities of the DD/S&T and its related components,
OSA and OSP. The latter component, as you are aware, has a work
projection which could considerably and significantly increase
the present existing challenging travel and related requirements
placed on the OSA Travel Branch.

25X1 5. It is true that through the years the history of DD/S&T
and its OSA component (predecessor DPD) has relied heavily on
the basic and vital principles of sound security and compartmen-
tation (personnel, materiel, detachments, contractors, etc.).
This philosophy, no doubt, has played a major role in the reten-
tion of the proven capabilities of [] and his Travel
Branch. Now more than ever with the increased project activities
throughout the DD/S&T, this need for such support clearly dictates
a capability immediately available with experience and appreci-
ation for the continuing vital aspects of security, comparten-
tation, operations, etc.

6. The philosophy of security and related compartmentation
philosophies unquestionably play a continuing major role in
dictating the need for the services of OSA/Travel Branch. How-
ever, the factors of security and compartmentation do not stand
alone as the single justification. Equally as important, it is
felt, are the all important factors of time and efficiency
gained through years of experience proven by a smooth, effective
working system. Any current reassessment of a change in the
present OSA Travel Branch concept should, it is felt, carefully
consider what the alternatives might be.

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7. Briefly, in evaluating the aspects of security as one of the factors involved in this issue, it would be most imperative to simultaneously take a hard look at the earlier mentioned question of alternatives. For example, (1) what would be proposed as an alternative, and (2) what improvement would result from this alternative over and above the proven effective working system now in being.

8. Specifically, the present OSA/Travel Branch service is believed to be unequaled as a support element, per se, making a daily and vital contribution to not only the long standing security concept of project activities but equally as important, to the end goal of successful operations themselves.

9. Singling out the long standing concept of security as applied to the overall charter of the DD/S&T, one cannot limit this function of security to the more generally and classically accepted role of personnel and physical security functions. Here within the sensitive areas of DD/S&T, history has proven that the role of security is much broader and in many respects involves the daily protection of intragovernment Agency relationships both military and civilian. This added responsibility, as experience has proven, is believed to be so vital in view of the sensitive activities involved which could, if not properly protected in all areas, i.e., travel, finance, etc., prove most embarrassing to the Agency, the government in general, and lastly, to the White House itself. For this reason (security), coupled with the obvious operational need for quick reaction in the area of travel, it is recommended that the present OSA/Travel Branch concept be permitted to remain intact without any personnel and/or functional changes.

10. If considered necessary, OSA could furnish the DD/S reports or other required services so that one Deputy Director would be the source for data on first class travel and all other related matters.

JACK C. LEDFORD
Brigadier General, USAF
Director of Special Activities

Attachments:
As Noted Above

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